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NCPC File No. MP91

CENTRAL INTELLIGENCE AGENCY, LANGLEY, VIRGINIA -
PRELIMINARY MASTER PLAN

Report of the Federal Planning and Projects Committee

December 7, 1972

The Committee recommends that the Commission approve the preliminary Master Plan for the Central Intelligence Agency, Langley, Virginia, as shown on NCPC Map File No. 2201.10(05.12) 26978, with the recommendation that, in the preparation of the final Master Plan, the Central Intelligence Agency:

1. maintain a minimum 50-foot landscaped buffer between the Federal Highway Administration's site and the proposed new ring road; no structures or parking will be located by moving the northwest building cluster further south; and
2. integrate parking within major new buildings, in addition to providing parking structures and phase out surface lots to conserve land and reduce impervious surfaces; and
3. develop the proposed loop road on the periphery of the site to carry the primary traffic and utilize the existing road through the center of the site for secondary and service traffic.

The Committee further recommends that the Commission recommend that the Scattergood-Thorne tract and other GSA controlled properties on the south boundary of CIA should be retained as low intensity open space use in this wedge area to provide a landscaped screen for the CIA Headquarters. If this property is developed by CIA the natural features of the site should be preserved and surface parking held to a minimum.

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Project Description

The preliminary Master Plan provides for the consolidation of all CIA personnel and functions at the Langley site. New building clusters would provide 1,000,000 gross square feet of new office space. These are planned as low profile structures sited in keeping with the desired campus character of the site. Total employment and parking will not exceed the levels previously recommended by the Commission. Two new proposed parking structures will provide a portion of the parking requirement.

Previous Commission Action

In February 1956, the Commission approved the location for CIA Headquarters at the Langley site. Since that time the main building complex, the power plant, an ancillary facility and surface parking have been constructed on the site.

In response to an inquiry by the Department of Commerce, in January of 1963, the Commission staff studied the traffic, land use, and other implications of more intensive use of Federal property at Langley as a Federal Employment Center. As a result, the following guidelines for the future utilization of the property were identified by the Commission:

1. Federal employment on this site shall be limited to approximately 2,000 persons and 1,000 parking spaces in addition to the existing CIA employment, including expansion.
2. Approximately 25 to 30 acres shall be reserved, in addition to land required for the Bureau of Public Roads Research Station, for the 2,000 person building site.
3. The remaining lands shall be transferred to the National Park Service as an addition to the George Washington Memorial Parkway and developed as a regional recreational facility.

Upon reexamination these guidelines are still valid. The projected 2,000 additional employees and 1,000 additional cars at the CIA/FRC complex is considered to be the effective capacity of the access and egress facilities existing and/or planned to serve these sites.

At its meeting on June 1, 1972, the Commission approved revised boundary lines for the George Washington Memorial Parkway adjacent to the CIA site to incorporate 230 acres of land declared excess by DOT.

Environmental Impact

The CIA has determined that an Environmental Impact Statement pursuant to section 102(2)(c) of the National Environmental Policy Act of 1969 is not required, and has submitted a Description of Environmental Impact. The Description concludes that no significant environmental impact will result from the proposals in the Master Plan.

The Committee will again review the environmental impact of the proposed Master Plan at the time of its review of the final plan.

Employment and Housing Impact

Currently, Headquarters employees residents are distributed as follows: Virginia - 68 percent; Maryland - 22; D.C. - 10 percent. The greater number of employees reside within 30 minutes commuting time of Headquarters. This fact, along with supporting data, indicates that a minimal number of personnel relocations would result due to an Agency consolidation at Langley. Ten percent of the personnel to be relocated now work in the District of Columbia and the other 90 percent work in Arlington and Fairfax Counties, Virginia. Specific numbers of employees have not been presented since personnel data are classified information, as prescribed by the National Security Act of 1947.

Of the Agency employees to be relocated to Headquarters, 69 percent reside in Virginia, 21 percent in Maryland, and 10 percent in the District of Columbia. Since most Agency facilities are in Virginia and the existing residential patterns are in reasonably close proximity to the Headquarters Building, it is projected that mileage and travel time for the greater number of personnel will be reduced by 25 percent, except for those residing in the District of Columbia. District of Columbia residents will, however, travel in the reverse traffic flow on the George Washington Memorial Parkway and Virginia Route 123 during peak traffic hours.

The Agency states that 2.5 percent of those to be relocated are in the low income status of which less than 4 percent are in a minority group. Thirty-two percent of the personnel to be relocated are in the moderate income status of which 10 percent are in a minority group. Of the personnel currently in the low income status, 30 percent reside in the District of Columbia (NW), 63 percent reside in Virginia, with the remaining 7 percent in Maryland. Those in the moderate income status have the following places of residence: 13 percent in the District of Columbia (1/2 NW, 1/4 NE, and 1/4 SE), 76 percent in Virginia, and 11 percent in Maryland. In view of the current distribution of employees by place of residence, the Agency will be in compliance with regulations on relocation of employment developed by the Department of Housing and Urban Development and the General Services Administration as announced in the Federal Register, June 7, 1972.

Project Evaluation

The proposed employment increases and parking at the Langley site are compatible with the access capacity determined in the NCPC staff report dated January 9, 1963. Staff discussions with the Federal Highway Administration about the Master Plan for the Fairbanks Highway Research Station revealed a proposed ultimate expansion of this facility from 150 employees to 300 considering the reduced size of the site after the conversion of 230 acres to park use as part of the George Washington Memorial Parkway.

The Commission has previously expressed its support of structured parking, preferably integrated with buildings, in its review of master plans for other

Federal installation. To further this objective at Langley and to better utilize the land thereby reducing the amount of land coverage and impervious surfaces, more parking should be developed as structures and integrated with other buildings, if possible. This would also enhance the campus type development desired by allowing more land to be devoted to landscaping, and would result in a more compact organization.

The land along the Dolley Madison Boulevard frontage now proposed for visitor facilities and surface parking lots for employees should be retained as non intensive public use.

Maintaining existing generous landscaped buffers to provide visual and security screening are an important part of the CIA development. A similar provision should be made along the border of the FHA and CIA properties. The new office complex should be sited further south to permit the buffer to be expanded.